

**Martell's
Brandies**

are known and asked for
all over the World.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central
458

The China Mail

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central
458

No. 12,849

號三月六年四零百九千一英

HONGKONG, FRIDAY, JUNE 3, 1904

日十二月四年辰甲

PRICE, \$3.00 Per Month

TO SMOKERS.

DUTCH CIGARS.

HAVANA CIGARS

LA INDUSTRIAS, \$6 per Box of 100.
PREDELEOTAS, \$16 per Box of 100.
Packed in Boxes of 50, \$.50.
ANDALUZAS, \$30 per Box of 100.
Packed in Boxes of 25, \$7.50.

MACEWEN, FRICKEL & CO.,

3, DUDDELL STREET.
Hongkong, April 4, 1904. 2547

Intimations.

NOTICE

MR. B. DURLAH is authorized to
SIGN FOR THE FIRM OF
CLIPPER & BROS. and F. B. BROS.

A SHOMBURG & CO.
Holloway, 1st June, 1904. 1002

STRAYED

FROM STORES PUNGLAW, W.
The F. L. A. SEAMEN'S CAT
Howard on P. 7th June, 1904.
Hongkong, June 2, 1904. 1087

INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

A PPLICATION has been made to the
General Manager of the Company
to issue to J. C. CHINESE, a share of
100 Shares in the above Company, and
that the Original Certificate of
No. 379, 50, ..
No. 380, 50, ..
No. 550, 25, ..
No. 873, 51, ..

have been lost or stolen.
It is not known if such Certificates were
issued by the Office of the Company in the
Colonies of Hongkong or by the Office in
London and consequently the numbers of
the Shares cannot be given.
Notice is hereby given that if within
30 days from the date hereof no claim or
representation in respect of such original
Certificate is made to the General Manager
they will then proceed to deal with
such application for a duplicate.

JARDINE, MATHESON & CO.,
General Managers.
Dated Hongkong, June 1, 1904. 1038

JAVA-CHINA JAPAN LIJN.

THE HOLLAND-CHINA TRADING
COMPANY have ceased from To-day
to act as my AGENTS, and the Agency will
hereafter remain in my own hands.

HEAD AGENT,
JAVA-CHINA JAPAN LIJN,
Alexandra Buildings,
Hongkong, June 1, 1904. 132

RUSSO-JAPANESE WAR FUND.

(1) Providing Additional Comforts in
Hospital treating Sick and Wounded
from the War.
(2) In Aid of the Families of Japanese
Killed in the War.

It is proposed to CLOSE the above Fund
on SATURDAY, 4th JUNE, 1904,
and intending Subscribers are therefore
requested to kindly notify the Undersigned
on or before that date.

J. R. M. SMITH,
Hon. Treasurer.
Hongkong, May 28, 1904. 1000

NO. 2, PEDDER'S HILL. Most
elegantly FURNISHED ROOMS,
with or without Board. Monthly Boarders
accepted.
Apply within.
Hongkong, April 19, 1904. 741

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HER PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

MACHINERY FOR SALE:—

HAND PUNCHING & SHEARING MACHINES.
METAL BAND SAW MACHINE.
KEROSENE OIL ENGINE with Marine Attachment Complete.
GAS ENGINE 2 H.P. (Second-hand)
By CROSSLEY BROS., MANCHESTER.
2 DIVING SUITS. ICE-CHESTS for Summer.
2 FIVE-TON STEAM SWING CRANES, in Good Order.
FURTHER PARTICULARS FROM

W. S. BAILEY & Co.,
20, Connaught Road.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONGKONG, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,358 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,290 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,890 tons, Captain J. J. Lousias.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and
9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., and 5.30 p.m. (Sunday
excepted).

These Steamers carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving is adjusted to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 2,100 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 669 tons, Captain C. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity. Further particulars may
be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.
18 Bank Buildings, Queen's Road Central, opp. site the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE

Agents, CHINA NAVIGATION CO., LTD.

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BEACONFIELD ARCADE.
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON.
DR. WILLIAM DANIEL,
DENTISTS.
LATEST AMERICAN METHODS.
[REASONABLE FEES.]

NO CHARGE FOR EXAMINATIONS.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL.
(First Floor, Watsons Building).
Hongkong, February 18, 1904. 2206

HARRY FONG.
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrances on Lee Yuen Street.
Hongkong, June 1, 1904. 1030

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOYAGERS' CELESTIAL
BINOCULARS AND TELESCOPES.
RUSSO'S LIQUID and OTHER COMPASS
ADMIRALTY & IMRAI CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christie & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
In great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
Splendid Collection of the latest London
Pattern, very modern prices. 472

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the India Industrial
Exhibition 1898, 1906 & 1901.
MANUFACTURED BY
THE GOREPORE CO. LD.,
CALCUTTA.
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address: 'LOXLEY', Hongkong.
Hongkong, July 22, 1903. 1519

WASHINGTON BOOKS.
(In English and Chinese).
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office. Price \$1 each.
China Mail Office.

BOVRIL gives strength.
nourishment and sus-
tenance. It is agreeable
to the taste, is stimulating
in its effects, is easily
assimilated and digested.
Bovril contains blood-
enriching and muscle-
building properties. Some
of the leading athletes of
the day train on Bovril.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger', 'Demon', and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Wood.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Ganges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

LANE CRAWFORD & CO.

MUSICAL DEPARTMENT

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B. NEW GENUINE Instruments from the above
Makers are to be had in Hongkong from LANE,
CRAWFORD & Co. ONLY.
Hongkong, May 10, 1904.

MAO LAREN'S CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH Hongkong Hotel Corridor.
1887

THE KOWLOON HOTEL,
KOWLOON.
High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.
MODERATE CHARGES.
J. W. OGBURN,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
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Coal sold in 1903 by the Company
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this well-known best and most economical
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quantity.
Hongkong, April 25, 1904. 777

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Intimations.

THE PEAK CHURCH.
THE ANNUAL MEETING OF WOR-
SHIPERS at the Peak Church will
be held in ST. PAUL'S COLLEGE, on
TUESDAY, June 7th, at 5.30 P.M.
Business:
1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.
F. T. JOHNSON,
Hon. Secretary.
Hongkong, June 1, 1904. 1033

THE CHINA LIGHT AND POWER
CO., LTD.
THE THIRD ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in the
Company will be held in the COMPANY'S
OFFICES, No. 14, DES VOGES ROAD,
Victoria, on THURSDAY, 9th June, 1904,
at 11.30 A.M., for the purpose of receiving
Statement of Accounts and the Report of
the General Managers for the year ending
29th February, 1904, and electing a Con-
sulting Committee and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from MONDAY,
8th to THURSDAY, 9th June, both days
inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, May 30, 1904. 1009

A. S. WATSON & CO., LIMITED.
NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at
the OFFICES of the COMPANY in
ALEXANDRA BUILDING, G.S., on
WEDNESDAY, the 15th JUNE, 1904, at
11 A.M., when the subjoined resolution
which passed at an Extraordinary General
Meeting of the Company held on the 31st
of May, 1904, will be submitted for con-
firmation as a Special Resolution.
RESOLUTION.
'That the Capital of the Company be in-
creased to Nine Hundred Thousand Dollars
by the creation of Thirty Thousand New
Shares of Ten Dollars each.'
By Order, A. H. MAN'CELL,
Secretary.
Hongkong, May 31, 1904. 1027

THE
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DOCKS.
A Record of the Founding
and Development of the
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Estimates given for all kinds of
Electrical Work.
ADDRESS:—21 CECIL HOUSE ROAD.
W. Stuart Harrison.
A.M.I.C.E.,
Manager.
Hongkong, April 13, 1904. 140

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Cattle
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to Kitchen
The manufacture of LEMCO is
controlled by the LEMCO Company
throughout—from the rearing of
their own cattle to the putting
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floor of the Annex, suitable for
Office.
For Particulars, apply to the Under-
signed.
C. H. ORACE,
Secretary.
Hongkong, June 2, 1904. 1040

TO LET.
NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, March 24, 1904. 1122

TO LET.
IN Kowloon, One 12-ROOM HOUSE,
Whole or Part; Rent Moderate.
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1 & 3, Wellington Street.
Hongkong, April 29, 1904. 697

TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
'LEIGH TOR,' THE PEAK.
Apply to
JEBSEN & CO.
Hongkong, April 27, 1904. 1021

TO LET.
NO. 11, KNUTSFORD TERRACE.
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THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, April 28, 1904. 1024

TO LET.
KNUTSFORD TERRACE, Kowloon,
Two FRONT ROOMS, FURNISHED,
with Board, for Gentlemen.
Apply
'R. C. C.'
Care of 'CHINA MAIL' Office.
Hongkong, May 30, 1904. 1007

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No. 1, RIFON TERRACE, IN FLATS,
NO. 4, RIFON TERRACE.
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FLATS in MORTON TERRACE, facing the
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OFFICES, in Course of Erection, Con-
sisting of 1000 sq. ft. (near Bluff Pier),
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THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 21, 1904. 1025

TO LET.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 3rd August, 1905.
MODERATE RENTALS.
Apply to
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CO., LTD.
Hongkong, May 31, 1904. 849

TO LET.
FURNISHED ROOMS and BATH-
ROOMS attached. CENTRAL.
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'Z.'
Care of 'CHINA MAIL' Office.
Hongkong, June 1, 1904. 1036

HOTEL CRAIGIEBURN.
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near the Tram Terminus. Telephone 56.
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Apply to the MANAGER. 741

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IES by the DAY or MONTH.
Hongkong, December 18, 1900. 2839

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Messrs. KELLY & WALES, LTD.,
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F.R.P.S., 30, D'ARCY STREET,
HONGKONG, March 2, 1904. 229

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With Special Reference to
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HANKOW LAWS IN
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MENT & AGENCY CO., LD.
Hongkong, May 20, 1904. 1020

TO BE SOLD.
THE WHOLE of the FURNITURE and
STOCK of the WAVERLEY HOTEL.
Offers in writing to the Manager will be
received until June 5th.
Hongkong, May 24, 1904. 977

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction,
on
MONDAY,
the 6th June, 1904, commencing at
2.45 P.M., at No. 27, CONDUIT ROAD,—
A QUANTITY OF
VALUABLE HOUSEHOLD
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(Particulars can be seen from Catalogue).
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On view from Saturday, the 4th June,
1904.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, May 31, 1904. 1014

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Single Ticket \$2. Return Ticket \$3. Re-
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either on board or at Macao Hotel, \$5. On
Sundays, \$5 extra will be charged for each
cabin which has accommodation for 2 or
more passengers.
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Lok Street.
The steamer runs an excursion trip every
Sunday. It takes only 2½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, 18, Victoria Street.
Hongkong, September 7, 1903. 1859

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FORMOSA:
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improved and extended it greatly bringing
it up to the latest Sanitary requirements.
The BREAD, being produced under his
own supervision can always be guaranteed
to be of the best and purest materials
obtainable in Hongkong.
A Trial Order is earnestly solicited.
H. RUTTONJEE,
No. 6, D'ARCY STREET,
and 38 to 39, Elgin Road, Kowloon.
Hongkong, March 2, 1904. 229

Japan and Manchuria.
The Japanese authorities have decided to
establish a military administration over the
district in Manchuria now in Japanese
occupation, and an administrative committee
has been appointed in Tokyo, some of the
members of the committee, it is stated,
having already left Tokyo for Manchuria.

Where will the Russians Stand.
An officer has expressed the opinion about
the Kobe Chronicle, that there is little doubt
the Russians will make their second stand
at Liaoyang. The force now mustered
there appears to be not less than 30,000
men. As the defensive works at Liaoyang
are said to be not yet completed, the Rus-
sians will probably entrench themselves at
Haichen and Anshan in order to defer
as long as possible the Japanese attack on
the base. It is stated by this officer that
the Russians are endeavouring to rally the
defeated troops in the Liaotung peninsula.
General Kurupkin appears to have no
intention of making a final stand at Muk-
den, but is inclined to fall back on Harbin.

Unprepared Again.
It appears that when the Japanese
squadron opened the bombardment near
Kaiping on May 15 the Russian troops in
that town were quite unprepared at the
sudden appearance of the enemy, and also
unprepared to resist, for they retreated in
the direction of Tachienow, where the
branch lines from Port Arthur and New
chwang join. The Russians, learning that
the Japanese did not intend to retreat to
Kaiping, where, in their absence, thinking
they had gained the point, they had raised
the railway whistles and fired away at
portable articles. The Russians, who are
demanding compensation from the authori-
ties, who are not inclined to comply. The

The Capture of Port Adams.
The Kobe correspondents of the Kobe
Chronicle send particulars of the
capture of Port Adams (Korantan) and the
destruction of the railway by the Japanese
army, which were supplied to them by an
officer who took part in the attack. The
officer says a part of the first echelon of
the Japanese body which landed on the
Kinshu peninsula under the protection
of the landing party of blue-jackets com-
manded by Captain Nomoto, left the
landing point at 4.30 p.m. on May 5.
On reaching a certain place on the fol-
lowing day, the contingent received the
order to destroy the Eastern Chinese
Railway at Port Adams, and the march
was immediately commenced. As the
Japanese approached the place, about three
hundred of the enemy's infantry and a
troop of cavalry were observed to be oc-
cupying the strategic points around the
place. A company of Japanese took up a
position on an elevation in front, and a
corpsal with three men was sent to recon-
noitre. The scouting party ran for a dis-
tance of about 7,500 metres ascending a
hill, when five or six Russian troops
were encountered on the summit. They
were attacked and some fell while the rest
ran down the other side of the hill. The
main force of Japanese now advanced and
occupied the elevation, where the sergeant-
major secured the Japanese colours to the top
of a tree, which the soldiers greeted with
cheers. At 9.30 a.m. a general engage-
ment commenced, the enemy in superior
force making a very stubborn resistance.
At the climax of the engagement, a train
consisting of about thirty carriages ap-
proached at full speed from the direction
of Port Arthur. A part of the Japanese
force was directed against the train, which
slowed down and hoisted a Red Cross
flag. The Japanese ceased firing and
signalled, ordering the train back to Port
Arthur, but instead it started forward
again. The Japanese then resumed fire,
when the train dashed off in the direction
of Liaoyang without stopping at Port
Adams. After desperate fighting which
lasted about an hour, the Russians retired
in disorder. The Japanese engineers now
commenced to destroy the railway, which
was successfully accomplished. At about
this time fire was observed to break out
from the place lately occupied by the
enemy, which was some 1,500 metres from
the elevation on which were the Japanese.
It was supposed the ammunition the Rus-
sians were compelled to leave behind them
was being destroyed and this caused the
fire.

The officer, continuing, says another
party of the first echelon was ordered on
May 7 to break down the telegraph line in
the neighbourhood of Sanliupao, to the
east of Port Adams. It was night-time
when the men left the main body for this
work. They continued the march through
the night and arrived at a place about four
miles from Sanliupao by daylight. The night
had been very dark, and during the
ride (the men were mounted) one or two of
them were injured in consequence of their
horses falling, which compelled a part of
the force to halt and look after the injured
men. Before daylight, a scouting party
of the enemy, five or six Cossacks, sur-
prised the detachment in charge of the
injured men, but they were repulsed.
Subsequently two companies of infantry
and a squadron of eighty cavalrymen
caught the Japanese detachment napping,
and Sergeant Ito (in command) was killed.
The Japanese being compelled to retreat
about nine miles, but the enemy did not
persecute them. By this time Lieutenant Ono
was returning alone from Sanliupao to report on
the result of his work after destroying the
telegraph line. Lieutenant Ono met the
Russians who had surprised Sergeant Ito's
detachment and was surrounded, but
managed to find a way of escape and
returned to Sanliupao. The main force
advanced to Sanliupao and after encoun-
tering and dispersing a body of Russian
cavalry destroyed the telegraph, and return-
ed to their base on the following day, May
9.—Kobe Chronicle.

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Food, well digested, is the origin of strength. To be strong and healthy, assist your stomach, liver, and kidneys to do their work perfectly by taking Mother Seigel's Syrup, which contains food-digesting ferments and gentle tonics for the stomach, and has cured more dyspeptics than any other medicine in the world.

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Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Shanghai
Albatross	sloop	1080	6	1400	Commander R. Nugent	Yangtsze
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. R. N. Ommenney	Waihaiwei
Bramble	gunboat, 1st class	710	6	1800	Lieut.-Comd. O. M. McKins	Hankow
Britonart	gunboat, 1st class	710	6	1800	Lieut.-Comd. T. D. Pratt	Ichang
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Shanghai
Crescy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	390	Captain Robert H. S. Stokes	Hongkong
Chippewa	cruiser, 2nd class	5600	11	9600	Comdr. Ernest Barton	Woeung
Chippewa	sloop	1070	10	1400		Newchwang
Chippewa	torpedo boat destroyer	560	6	5700		Shanghai
Chippewa	cruiser, 3rd class	1830	12	2800	Comdr. P. V. Walter D. S. O.	Waihaiwei
Chippewa	battleship, 1st class	12,950	16	13,500	Captain Hn. Lowes G. Stepford	Nanking
Chippewa	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Chippewa	torpedo boat destroyer	275	6	4000		Hongkong
Chippewa	storeship	1640	—	800	Lieut.-Comdr. F. M. Riadore	Shanghai
Chippewa	torpedo boat destroyer	280	6	3800	Lieut.-Comdr. A. Gregory	Shanghai
Chippewa	river gunboat	—	4	—	Lt.-Comdr. C. P. Metcalfe	Yangtsze
Chippewa	cruiser, 1st class	14,100	—	31,552	Captain Francis G. Kirby	Nanking
Chippewa	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Chippewa	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	on route Hongkong
Chippewa	torpedo boat destroyer	6	350	6	Reserve	Hongkong
Chippewa	sloop	1015	6	1400	Commander John Nicholas	Shanghai
Chippewa	Surveying-vessel	835	6	650	Comdr. C. E. Moore	Amoy
Chippewa	sloop	980	10	1400	Com. D. St. A. Wake	Straits Division
Chippewa	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Amoy
Chippewa	sloop	980	6	1400	Comdr. T. Jackson	Shanghai
Chippewa	river gunboat	85	2	240	Lt.-Com. H. T. Atty	Canton
Chippewa	cruiser, 2nd class	5800	5	9000	Capt. C. H. H. Moore	Singapore
Chippewa	river gunboat	85	2	240	Lt. Comdr. Davidson	Shanghai
Chippewa	torpedo boat destroyer	6	355	6	Fleet Reserve	Shanghai
Chippewa	torpedo boat destroyer	260	6	6500	Captain Lewis Day	Ho keng
Chippewa	cruiser, 2nd class	5600	11	9600	Commodore Diction	Singapore
Chippewa	receiving ship	4260	6	—	Lt.-Comdr. E. V. Dugmore	Hongkong
Chippewa	river gunboat	180	2	800	Capt. J. A. C. Wilkinson	Shanghai
Chippewa	cruiser, 2nd class	3400	8	9000	Lieut.-Comdr. R. H. Korte	Shanghai
Chippewa	comd defence gunboat	383	3	200	Capt. Leslie Stuart O. M. G.	Shanghai
Chippewa	battleship, 1st class	12,950	16	13,500	Comdr. S. St. John Esquirar	Woeung
Chippewa	sloop	980	6	1400	Reserve	Pahang
Chippewa	torpedo boat destroyer	335	6	6300	Comdr. Ernest C. Hardy	Hongkong
Chippewa	surveying ship	820	—	460	Lt. Reserve	Waihaiwei
Chippewa	torpedo boat destroyer	380	6	5900	Lieut.-Com. C. W. Wrighton	Shanghai
Chippewa	river gunboat	180	2	500		Chinking
Chippewa	river gunboat	180	2	500		Chinking

Name.	Flag and Description.	Tons.	Crews.	H.P.	Captains.
Austro-Hungarian cruiser	2437	20	7390	Capt. Friedrich Griausenberger	Shanghai
Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Chunoo
French armoured gunboat	1798	—	—	Comdr. Laforriere	Saigon
French gunboat	800	—	—	Lieut. A. Varoy	Saigon
French gunboat	—	—	—	Lieut. Grosin	Antoon
French gunboat	475	3	460	Lieut. Journe	Saigon
French gunboat	580	—	—	—	Hannover
French cruiser	3740	29	8000	Capt. Lefevre	Turane
French gunboat	8018	18	—	—	Saigon
French gunboat	525	—	—	Captain V. Poidlone	Hiphong
French gunboat	890	—	—	Commander Leclat	Bue d'Along
French gunboat	—	—	—	Commander Guthsell	Haiphong
French cruiser	—	—	—	—	Saigon
French gunboat	—	—	—	—	Hiphong
French gunboat	1280	6	2200	Commander Le Gollou	Chamulpe
French gunboat	9700	12	19,800	Captain Oros	Saigon
French cruiser	4015	27	8500	Capt. Housar	Shanghai
French cruiser	9437	8	6071	Comdr. Seneca	Hongay
French cruiser	1798	10	—	Capt. Vincent	Saigon
French gunboat	829	2	800	—	Hungry
French gunboat	—	—	—	—	Saigon
French destroyer	—	—	—	Lieut. Gaillard	Yangtze
French cruiser	—	—	—	Captain Blonde	Saigon
French gunboat	—	—	—	Lieut. Carol	Antoon
German cruiser	1887	15	2900	Comdr. Huss	called for South Africa
German flag ship	11,000	38	14,000	Captain Provo	Tsingtau
German cruiser	1778	15	2900	Comdr. von Stundatl	Tsingtau
German cruiser	2330	34	10,000	Capt. Schroeder	Tsingtau
German cruiser	6500	37	10,000	Capt. Baron Schimmler	Tsingtau
German gunboat	1000	10	1800	Comdr. Biron von M. Hülssen	Tsingtau
German gunboat	900	10	1800	Comdr. Willbrandt	Tsingtau
German gunboat	850	10	1844	Comdr. Kronenke	Tsingtau
German gunboat	1009	8	875	Comdr. von Grumbkow	Tsingtau
German cruiser	1840	15	2900	Comdr. Porius	Tsingtau
German cruiser	2687	24	8300	Captain Veit	Tsingtau
German gunboat	900	10	1800	Comdr. Deimling	Tsingtau
German gunboat	—	2	800	Lieut. Seharf	Yangtze River
Italian cruiser	2300	10	7471	Captain Borea	Chomulpe
Italian cruiser	3910	—	—	Captain Presabito	Amoy
Italian cruiser	6500	18	13,000	Capt. Cali	Amoy
Portuguese cruiser	1943	14	4000	Captain A. Antas Ribeiro	Hongkong
Portuguese gunboat	730	—	—	Capt. Diego do Sa	Shanghai
Portuguese gunboat	7030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Russian gunboat	810	6	730	Comdr. Guintr	Vladivostok
Russian cruiser	2800	5	4700	Comdr. Granatshikoff	Port Arthur
Russian cruiser	6000	27	—	Capt. Reitzenshtein	Port Arthur
Russian cruiser	7800	10	16,500	—	Port Arthur
Russian cruiser	3200	6	—	—	Sunk
Russian gunboat	1080	8	1150	Comdr. Erjaskovitch	Port Arthur
Russian cruiser	6840	12	—	—	Port Arthur
Russian cruiser	6731	6	—	—	Port Arthur
Russian gunboat	1456	3	2700	Capt. Nasarovsky	Port Arthur
Russian gunboat	500	9	1500	Comdr. Yozniff	Port Arthur
Russian gunboat	1490	6	3000	Comdr. Zagarsky	Port Arthur
Russian cruiser	12,384	44	14,550	Captain Jensen	Vladivostok
Russian gunboat	1000	6	—	Comdr. Shumof	Sunk
Russian gunboat	1213	7	1500	Comdr. Nosakowsky	Shanghai
Russian gunboat	1224	7	1400	Commander Crown	Port Arthur
Russian battleship	10,206	12	9700	—	Port Arthur
Russian cruiser	3000	6	17,000	—	Port Arthur
Russian gunboat	1490	6	3000	Comdr. Vasiloff	Port Arthur
Russian cruiser	6731	12	—	—	Port Arthur
Russian battleship	12,674	15	14,500	Captain Koroleff	Port Arthur
Russian battleship	10,980	16	14,500	Capt. Zatsching	Port Arthur
Russian battleship	12,674	15	14,500	Captain Ostrof	Port Arthur
Russian battleship	10,980	16	10,000	Comdr. Litven	Port Arthur
Russian cruiser	1384	10	1788	—	Port Arthur
Russian battleship	13,902	16	16,000	—	Port Arthur
Russian protected cruiser	12,200	68	17,000	Captain Bezelrennpoft	Port Arthur
Russian protected cruiser	10,953	26	12,250	Capt. Matvevich	Port Arthur
Russian battleship	10,980	16	10,000	Captain Sebennikoff	Port Arthur
Russian gunboat	950	2	1125	Lieut. Krasnov, Ivanoff	Port Arthur
Russian gunboat	1050	8	1120	Comdr. Gintor	Port Arthur
Russian battleship	12,900	36	16,500	—	Newman's
Russian cruiser	65</				

Flagship of Rear-Admiral R. D. Evans.
There is also a Philippine U.S. Squadron, Commanded by Rear-Admiral P. H. Cooper.

* Flagship of Rear-Admiral de Foenquière,
† Flagship of Vice-Admiral Bayle.

BY TELEGRAPH.

["CHINA MAIL'S" EXCLUSIVE SERVICE.]
SUPPORTED BY HUNTER & HODGKIN.
Received on June 2 at 5.30 p.m.

THE ARMY REFORM SCHEME.

NO CHANGE YET.

House of Commons to Approve of the Suggestions.

London, June 2.
Mr. Hugh O. Arnold-Forster, Secretary of State for War, spoke in the House of Commons yesterday on the subject of Army Reform.
The Secretary declared that, notwithstanding the determinations arrived at by the Royal Commission, there would be no change in the composition of the army until an outline of the whole scheme of the Government had been submitted to the House. This, also, he said, applied to the military force.

THE MOROCCO BRIGADE.

AMERICAN WAR SHIPS AT TANGIER.

London, June 2.
There are now seven American war ships at Tangier in connection with the naval demonstration American intends making against the Moors, on account of the capture by the Moorish bandits of an American named E. J. Kearney.
[An Englishman named Varley is also captive with the Moors. The American war ships belong to the Sixth Atlantic Squadron.]

SIR HENRY IRVING.

RETIRE IN TWO YEARS.

After Fifty Years Acting.

London, June 2.
Sir Henry Irving, the famous actor, has intimated his intention to retire from the stage in two years' time.
The expiration of that period will mark half a century of service in the theatre.

RESULT OF THE DEBATE.

London, June 2.
St. Amant 1
John G. G. 2
St. Denis 3
The race for the Derby was run in a thunderstorm.

THE WAR.

General Kuropatkin reports: Our Cavalry on the 30th ultimo engaged 8 Companies, 8 Squadrons, and four Machine Guns approaching Wu-Feng-Kau station, 80 miles North of Port Arthur. One squadron of the enemy's was almost completely annihilated. The enemy's left was then assailed by the infantry, which had retired under a heavy fire from the Machine guns. Our batteries checked and inflicted considerable loss on the infantry, attempting a flanking movement. Our losses are not yet ascertained definitely, but it is known that 20 men were wounded and 25 horses lost.

RUSSIA.

Prince Dolgoruki violently assaulted Count Lamsdoff while walking in the streets of St. Petersburg; the Prince was arrested. Prince Dolgoruki, who is a Pan-Slavian, is strongly opposed to Count Lamsdoff's pacific policy, and is believed to be insane.

THE ANGLO-FRENCH AGREEMENT.

The Bill ratifying the Anglo-French agreement has passed the second reading in the House of Commons, unanimously.

OBITUARY.

The death is announced of General Ivanoff, Governor-General of Turkistan.

RUSSO-JAPANESE WAR FUND.

- (1) Providing additional comforts in Hospital treating all sick and wounded from the War.
- (2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following Subscriptions—for either (or both) of the above objects, as indicated on the Subscription list:—

Already acknowledged	£29,587.25
Balance of Kwangsi Families Fund	188.41
James H. Cox	100.
J. J. de Remedios & Co.	50.
H. Hunter	50.
J. O. Potter	50.
F. Rubin & Co.	50.
Philipp Japanez	50.
E. S. Perry	25.
M. H. Joseph	25.
R. A. Gubbay	25.
M. H. Michael	25.
M. S. Samuel	25.
Tong and Road	25.
S. E. Moses	10.
J. Gubbay	10.
R. D. Yanis	10.
David Jones	10.
D. D. O'Farrell	10.
London Mission Church, Falmouth	5.
Weston Church, Falmouth	5.
Per Rev. C. A. Giff	1.20
Total	£30,271.45

THE RUSSO-JAPANESE WAR.

THE VICTORY AT KINCHOU.

[N.C. DAILY NEWS SERVICE.]
Tokyo, May 28.

The Japanese casualties in the Kinchou operations are estimated at from 2,000 to 3,000 in the charges made before the entrenchments were carried.
The most wonderful point, however, is the orderly unbroken series of proceedings for six days from the 21st instant.
As in the case of the Yalu operations, the difficulties surrounding the Japanese in engaging an enemy supported by powerful artillery and various auxiliary defences can hardly be over-estimated.

Later.
The Japanese casualties were 3,000, and the enemy lost 400 dead and 600 guns.
The Japanese occupied the fortress at ten in the forenoon, the Russians retiring in the Port Arthur direction, and burning the railway station north-west of Dalny.

May 29.
In reference to the Kinchou operations, General Baron Oku, commanding the Second Army, reports that the Osaka division formed his left flank, the T-kio division the centre, and the Nagoya division the right.

The enemy's force comprised one field division and two field batteries, besides the Port Arthur garrison, and the marines from the southern hill position for the purpose of protecting Port Arthur and Taku.

Five hundred Russian dead were left on the field. The number of prisoners is still unknown.
The prizes include seventy-eight guns, and fifty thousand rounds of ammunition.

May 28.
It is unofficially reported that 600 Russians are coming down via Sanghai, and the people are rejoicing.

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PLAQUE PRECAUTIONS AGAINST HONGKONG.

The Colonial Secretary sends us the following notice which he received from the Assistant Secretary to the Government of Bengal, dated the 10th May, 1904:—
"That intimation having been received of the outbreak of plague in Hongkong, it has been declared to be infected, and the regulations for the prevention of the introduction of plague by sea, issued by Government will be enforced in the ports of Orissa and in the port of Chittagong against vessels arriving from that place. This is a surety case of the large port calling the small cattle black."

THE 'TUCK WO.'

A Fine River Steamer.

The Indo-China Company's new steamer Tuck Wo cleared for Shanghai this morning on her way to take up the Yangtze River trade. The Tuck Wo was specially built at Glasgow this year for the river trade and is a decided acquisition to the fleet of steamers already trading on the Yangtze River. She is in many respects superior to most of the older boats engaged in the river, and has the advantage of the most up-to-date and elaborate fittings in every department. On looking at the Tuck Wo from the water one cannot help being struck with her great bulk above water as compared with ocean-going vessels, her three decks being exposed to view. On going aboard the visitor gains an even better idea of her size. The upper or promenade deck is fitted up for the accommodation of European saloon passengers, there being ten first class state rooms and four second class cabins. The fittings of both first and second class cabins are exceptionally good, electric light and fans being installed in each room. Owing to the vessel's great beam the cabins are larger than those usually found even on the best liners. Aft is the dining room in which is a new departure—two fireplaces—which, although not at present necessary, could be very acceptable in cold or wet weather, and lend the saloon a cozy and homelike appearance. The bath rooms are situated round the funnel and here also everything is in the best taste. These rooms are paved throughout with black and white tiles, and marble baths and wash-stands are in evidence. The second deck is reserved for the accommodation of Chinese passengers and the third deck is utilized as cargo space, baggage rooms, etc. The Chinese quarters are specially worthy of visit, the first class cabins, by reason of the completeness of their fittings and the many conveniences with which they are replete, marking a departure in this class of traffic. There is accommodation for forty Chinese first-class passengers, the cabins each being four beds. Here again electric fans, and everything that tends to make life pleasant aboard ship, are installed. A fine dining room is provided and a smoking room with upholstered seats, together with two opium dens. Second-class passengers are equally well provided for. For third-class Chinese the berthing accommodation is sufficient for 241, and the quarters are clean, light, and roomy to a degree.

The Tuck Wo is unusually speedy for this class of steamer, having on her trial trip accomplished 13½ knots an hour, while on her trip out she averaged a little over 12 knots. Her engines are of a special type, acting from four direct shafts and balanced on the Yarrow Schlick Twenty system. The boilers are capable of working at a pressure of 180 lbs to the square inch. She is the largest boat in the river service, her principal dimensions being: length overall, 342 feet; breadth, 46 feet; draught, 14 feet 6 inches; from the top deck 31 feet 9 inches. Her capacity on the twelve feet measurement is 1,900 tons, while her net tonnage is 2,555, and gross 3,850. She behaved extremely well on the way out, and on one or two occasions when rough weather was experienced completed her run without any mishap. Her hull is of steel throughout and her main deck is of the same material. Her electric power is supplied by two dynamos and aboard there are no less than 357 lights. The personnel of her European staff is Captain Welch; chief mate, E. M. Martin; second mate, D. W. Ritchie; third mate, S. Cooper; fourth, W. Lord; fifth, S. T. Thomas; engineer, J. B. Cranston; second, T. Jones; chief, Macleay; fourth, Henderson; fifth, Yall; sixth, Ailene; seventh, Mauchey. Special precautions have been taken against fire and hydrants are so placed to ensure a good supply of water in any part of the ship should the necessity for their use arise.

COTTON CULTIVATION IN THE NEW TERRITORY.

The following reply from the Chamber of Commerce to a communication received from the Botanical and Afforestation Department was read at last meeting of the former body:—

"I am directed to inform you that the Chamber of Commerce has had under consideration the 25th ultimatum on the subject of Cotton Cultivation in the New Territory with much interest.

Hongkong having entered into the manufacture of Cotton yarn the availability of a good supply of the raw material grown within the limits of the Colony is of great importance. The Committee are anxious that all reasonable means should be taken to further the project.

It has therefore been suggested to the Government that Cotton seed or plants should be distributed amongst the Farmers in the new territory and prizes offered for successful cultivation to stimulate interest in the experiment. In this way it would be possible to give at a small expense whether the theories advanced by you are likely to have a practical side.

Indian raw cotton now costs locally 28 to 32 dollars and Chinese and Japanese 31½ to 32½ dollars per picul. An inferior Cotton that is grown in Shan has been sold by the Chamber of Commerce at 10 dollars per picul, and the possibility of a large production at a reasonable cost in the new Territory and Kwangtung Province would undoubtedly lead to the greater prosperity of the local industry and desirable extension of Cotton Manufacture in this Colony.

In conclusion, I am to state that any efforts you make with the above object in view will always have the warm support of my Committee and they will be pleased to be kept informed of the experimental steps which doubtless will be taken to prove your contention.

Mr. Lowe (Secretary to the Chamber) also wrote of a Mr. A. M. Thomson, Acting Colonial Secretary, who is directed to enquire for information of His Excellency the Officer Administering the Government, copy of letter on the subject of cotton growing in the New Territory from Mr. S. T. Dunn, the Superintendent of the Botanical and Afforestation Department, and reply thereon.

It appears to my Committee that no reasonable means should be left undone to prove whether the growing of raw Cotton within the bounds of the Colony is practicable or not, as in the event of successful production, the possibilities of extending the Cotton manufacturing industry of this Colony will be very great, and the material supply to the weavers of the Community will be a ready sale else where could be found for any surplus.

His Excellency is doubtless aware of the attempt by the Lancashire Manufacturers to further the cultivation of raw cotton on British soil in East Africa. This experiment will undoubtedly instruct the value of the East African Colony, and by providing a British Comptroller, check the violent fluctuations in the cost of the raw material caused by the bulk of the world's crop being in American hands. If the proposed cultivation can be successfully prosecuted within the Colony's territory, the local export will not only compete with the raw being done at home, but Mills in Hongkong would have the additional advantage of finding the raw material practically at their own doors.

My Committee beg to suggest for His Excellency's consideration that a small plot should be provided in the next Budget to meet the expense of distributing Cotton seed, or plants to suitable Farmers, and prizes for the best results obtained. The proving of the experiment would thus be limited to a small area, and if successful results are obtained, the Farmers will readily realize the advantages to be gained by turning their attention to the production of Cotton.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—
On the 3rd at 11 45 a.m. The barometer has fallen slightly at nearly all stations. Pressure is greatest in Japan and least in the Gulf of Bengal and in the Pacific, south of Formosa.

Gradual rain with slight squalls from the China Coast and light variable winds will be met in the Formosa Channel, and light NE winds in the northern part of the China Sea.

The British Squadron in the Yangtze.

The Shanghai mandarin has received an intimation that Admiral Noel, who had gone up the Yangtze with a squadron of battleships and cruisers, intends to call on Viceroy Wei Kiang-tai at Nanking first and then upon Viceroy Chang Chih-ting at Wuchang. In both cities preparations are being made to entertain the Admiral and his officers.

The Imperial Marine Insurance Co. has declared a dividend for the past half-year at the rate of five per cent.

The death on May 29 is announced of Père A. Dufrancois, a Franciscan, of the Catholic Mission of Eastern Siam, at the age of 39. He arrived in China three years ago, learnt Chinese, and was placed in charge of the local seminary at Chefoo, a post which he filled with rare tact and success.

CORRESPONDENCE.

THE HARE AND THE TORTOISE.

To the Editor of the 'CHINA MAIL.'
Hongkong, June 2.

Sir,—With reference to the first of the Star Ferry Wharf today, it may be interesting to place on record the relative speeds of the Fire Brigade approaching the scene of action, as shown to-day, and the Royal Mail cart, carrying mails to and from the Black Flag to the Post Office. Having seen both myself and having come to the conclusion that nothing could beat the slowness of the mail cart, I am surprised, not to say hurt, at finding the Post Office beaten by the Fire Brigade. Good Hongkong. Asop's Fable (Hare and Tortoise) is justified. The Tortoise got there all the same.—Yours, etc.,

BALLYHOO.

A PLEA FOR A BATH.

To the Editor of the 'CHINA MAIL.'
Hongkong, June 2.

Sir,—Lately the 'Horror of Home-coming' were discussed in one of our home papers showing that the greeting which the alien and the home-coming Briton receive at the great passenger ports on 'this side of the British Channel' seems to have been specially devised by the railway companies and the caterers with a view of keeping people away, or of making the return to England as miserable as possible.

Summing up, the paper says, 'The horrors of home-coming are attributable, in part to absurd, unthinking lack of enterprise, and to the equally absurd British habit of putting up uncomplainingly with Things As They Are.' Residents of Hongkong are accustomed to the 'this lack of enterprise' and the 'putting up uncomplainingly with Things As They Are.' But there is one thing, at least, about which I think some complaint ought to be made, and that one thing, which has often puzzled my mind, is the entire absence of a public bathing place in a Colony like this.

Now we have not even that, and people who want to enjoy a dip in the sea, are compelled to leave the shores of Hongkong and to go abroad! Hongkong after so many years of British rule, without a public bathing place, and Tientsin after a couple of years of German rule turned into a popular bathing resort—this speaks volumes, and it seems to me attributable in part to absurd, unthinking lack of enterprise, and to the equally absurd British habit of 'putting up uncomplainingly with Things As They Are.'

Yours, etc.

[We would like to point out that though there is no bathing place in the Colony specially reserved for the public free of cost, the Victoria Recreation Club have the lease of an area at Kowloon where bathing is indulged in every day. Very shortly the Club will have a site on the side of the harbour, near the new Admiralty Dock. It is to be hoped, however, that the basin was arranged somewhere on the island for the use of the general public.—Ed. C.M.]

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	<i>Simla</i>	Noon, 4th June.	See Special Advertisement
	<i>F. R. SUMMERS</i>		

YAMA, Via SHAN, MOJI & KOBÉ (passing through the S. O. TAIPO, R.N.R.) About 10th June. Freight and Passage.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 1, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, GERMANY, LIVERPOOL, GLASGOW, TRINIDAD, GERMANY, PORTS in the NORTH ATLANTIC OCEAN and PACIFIC OCEAN, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. *Seiner*

FOR HAMBURG, DIRECT.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. *Prinzess*

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Norddeutscher*

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. *Prinzess*

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. *Norddeutscher*

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S.S. *Norddeutscher*

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DOE	TO SAIL
GLASGOW AND LIVERPOOL	<i>Nestor</i>	11th	June.
GLASGOW AND LIVERPOOL	<i>Stentor</i>	13th	June.
GLASGOW AND LIVERPOOL	<i>Kintor</i>	17th	June.
GLASGOW AND LIVERPOOL	<i>Kendur</i>	21st	June.
GLASGOW AND LIVERPOOL	<i>Kendur</i>	25th	July.
GLASGOW AND LIVERPOOL	<i>Kendur</i>	1st	July.
GLASGOW AND LIVERPOOL	<i>Kendur</i>	14th	July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL	
LONDON & ANTWERP	DEUCALION	7th	June
LONDON & ANTWERP	DEUCALION	15th	June
LONDON & ANTWERP	DEUCALION	21st	June
LONDON & ANTWERP	YACOSTE	5th	July
LONDON & ANTWERP	YACOSTE	12th	July
LONDON & ANTWERP	YACOSTE	19th	July
LONDON & ANTWERP	YACOSTE	26th	July
LONDON & ANTWERP	YACOSTE	2nd	Aug

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'K. KOBE & YOKOHAMA.....	STEFOR..... OAPFA.....	15th June. 17th July.

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, June 2, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	WHAMPOA +	4th Jun
SWATOW, CHEFOO AND TIENTSIN	CHIBI	6th Jun
SHANGHAI	WUOHANG +	6th Jun
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGHAI + *	7th Jun
	CHINGTO	16th Jun

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australia Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, June 3, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMEN.

STEAM FOR SINGAPORE, PINGANG, COLOMBO, ALEX. SUEZ, PORT SAID.

NAFLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, PORTLAND, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.

Sailing Dates, 1904.

OLDENBURG

SACHSEN

ZITEN

SWEDEN

PREUSSEN

PRINZ REGENT LUITPOLD

PRINZ REINRICH

ONISENA

BAYERN

ON SATURDAY, the 4th day of June, 1904, at Noon, the Steamship

OLDENBURG, Captain E. THIVISSE, will sail for NAFLES, PASSENGERS, SPORE,

and CARGO, will leave this Port at Noon, on THURSDAY, the 2nd June, Cargo

Shipping Orders will be received on Board until 6 p.m., on FRIDAY, the 3rd June,

and Parcels will be received at the Agency's Office until Noon, on FRIDAY, the 3rd

June.

Contents of Packages are required. No Parcel Receipts will be signed for less than

50 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers.

Tons.

Captains.

To Sail.

TRENTON

LYRA

SHAWMUT

TRENTON

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TRENTON

S.S. SHAWMUT

S.S. SHAWMUT

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE, AND

QUININE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. *Shawmut* and *Trenton* have just been fitted with very superior

accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited.

QUEEN'S BUILDINGS, Hongkong, May 23, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, latest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewards carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	June 4, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	June 11, at 10 a.m.
PERLA	1880	A. H. Netley	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, May 31, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship

THALES,

Captain ROBERTSON, will be despatched for

the above Ports on SUNDAY, 6th Inst.,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, June 2, 1904.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL, 1904.

SATSUMA

COMMON CASTLE

